

COAST GUARD BULLETIN



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COMBINED YARD CEREMONIES MARK PRODUCTION AWARD AND SHIP LAUNCHING

Ceremonies, combining the launching of a new Coast Guard cutter with the presentation of the Army-Navy Production Award to the various shops were held at the Coast Guard Yard at Curtis Bay, Md., on September 29. The joint celebrations were attended by high ranking officers of the Coast Guard and the other armed services and also representatives of the local, State, and Federal Governments. Key civilians at Coast Guard Headquarters as well as employees at the yard also participated.

Miss Eleanor Wright, an employee at Coast Guard Headquarters, acted as sponsor at the launching of the new Coast Guard cutter. Miss Wright, with her maids of honor, Miss Esther H. Goodman, and Miss Emily Rachel Griffin, were accorded the honor for the outstanding part which they played during the Coast Guard's "Fighting Dollar Campaign" for the sale of war bonds at headquarters.

The new vessel, to be named the *Manitou*, is a harbor class cutter especially designed for ice breaking in addition to other duties. It has a length over-all of 110 feet, a beam of 26 feet 5 inches, a maximum draft of 10 feet 6 inches, a displacement of 328 tons, and is powered with Diesel electric equipment generating 1,000 horsepower. It is similar in design to four cutters already in service, the *Arundel*, *Mahoning*, *Naugatuck*, and *Raritan*. Another cutter of this same type is also under construction at the yard and will be launched shortly.

The other portion of the ceremonies concerned the presentation of the Army-Navy Production Award to the various shops at the Coast Guard yard for high achievement in the production of war equipment. A special pennant to be

flown over the shop was part of the award as were the special lapel pins given to all civilian personnel who contributed to the work which resulted in the award.

The Army-Navy "E" Pennant was presented to Captain LeRoy Reinburg, Commandant of the Yard, by Rear Admiral H. G. Hamlet, former Commandant of the Coast Guard, now retired. A token presentation of the "E" pins was made to a Yard employee by Colonel T. A. Clark of the Curtis Bay Ordnance Depot.

While the Army-Navy Production Award was given only to civilian personnel, certain military personnel were commended for the very active part they had taken in making possible the award.

NEW COAST GUARD RESERVE REGIMENT GUARDS PORT OF PHILADELPHIA

A Coast Guard Reserve regiment of 152 officers and 1,000 men to protect vital water-front properties and vessels loading at piers of the port of Philadelphia is now being organized by the Service in the Fourth Naval District at Philadelphia, Pa.

The plan being followed in organizing the regiment was suggested to the Coast Guard by Donald Jenks, supervisor of port conditions, Division of Transport, Office of Defense Transportation, and has been approved by Vice Admiral Russell R. Waesche, Commandant of the Coast Guard. It stems from Secretary of the Navy Frank Knox's observation several months ago on the need for more effective control in the protection of water-front facilities in the port of Philadelphia.

Under the plan, the security regiment will be made up primarily of men who

¹ Published with the approval of the Director of the Budget.

because of age, health, or other reasons, would not be called upon to serve in the Nation's armed forces. Members of the regiment will form the first unit of a special United States Coast Guard Reserve Corps for water-front security and will be under the direct command of the captain of the port of Philadelphia.

A school also has been organized for training officers and men of the regiment in their duties. At this school the men will receive instruction in three primary phases of water-front security—familiarity with the water front, piers and pier operations, and railroad switching connected with them; familiarity with ships, nautical vernacular, and personnel; and knowledge of the ways in which water-front sabotage may be attempted and can be averted.

The Coast Guard Reserves of the security regiment will stand watches along the water front, at first with Regular Coast Guardsmen and later on in their own stead.

The regiment as outlined in the "Philadelphia Plan," will be made up of Harold W. Scott, of Philadelphia, who has been appointed commanding officer, and an executive officer, under whom will serve 5 battalions of 10 companies each. Companies then will be organized into battalions with a battalion commander selected by the company commanders.

Fifty company commanders will be appointed within the regiment. They, in turn, will choose two men to serve with them, one as an officer and the other as a non-commissioned officer of the company. These three "selected" men will then muster in their own companies.

Vice Admiral Waesche has expressed the hope that through the raising and training of this regiment of United States Coast Guard Reserves, under the "Philadelphia Plan," the Philadelphia school may become the parent school from which will spring other schools and regiments in every port in the United States.

COAST GUARD AIDS IN SOLOMON ISLANDS OFFENSIVE

Officers and men of the United States Coast Guard were included in the American forces which attacked and seized Japanese strongholds in the Solomon Islands.

The Coast Guardsmen saw action as crews of transports and as members of gun crews on these transports when our invasion fleet moved on its objectives early on the morning of August 7.

Observers present in this engagement were impressed by the expert manner in

which the Coast Guardsmen handled their ships and manned their guns. The accuracy of their fire was described as exceptional.

It is believed that this was the first time in the long and distinguished history of the Coast Guard that members of that Service have engaged in combat operations of an offensive nature so far from their home bases.

LARGE FLEET OF FIREBOATS NOW BEING CREATED FOR PORT PROTECTION

A fleet of 252 boats, 101 of which embody a new design in propulsion and fire fighting machinery, is being formed by the United States Coast Guard to provide the waterfronts under its care with protection against fire.

The first fireboats ever built as such for the Coast Guard, the 101 craft of new design are being constructed by the Hanley Engineering Service, Prospect, Ohio, and the first to be completed is now undergoing tests at Washington, D. C.

Assuming the responsibility of guarding all waterfronts in the United States, the Coast Guard realized that fire was a prime danger and set about to assemble its fire fighting fleet. Accordingly, it ordered 101 boats from the Prospect firm, acquired 120 others from private boat owners and sent them to yards for conversion, and ordered the remaining 31 from firms in various parts of the country.

The Hanley boats are equipped with four pumps which are used not only for propelling the craft, but also for pumping water upon fires. In propelling the boats forward, the pumps draw water in through a valve in the bow and eject it through a valve astern. The reverse process is used in backing the boats. The pumps are so designed that they can be used to maneuver the craft when at the scene of a fire, and at the same time pump 800 gallons of water a minute apiece at 120 pounds pressure.

With an over-all length of 30 feet 6 inches, a beam of 10 feet 6 inches and a draft of 18 inches the boats can operate virtually anywhere. They probably will be operated by four-man crews.

While the fireboats to be built for the Coast Guard by the Hanley Co. are the first jet-propelled vessels to be built specially for the service, the Seattle district some time ago made successful use of jet propulsion. At the Seattle Harbor Patrol Base a number of Lundeen lifeboats, a type not now used for regular service, have been equipped for self propulsion through a jet arrangement

somewhat similar to that on the Hanley boats. These boats, used for fire fighting, mount one pumper unit of 500-gallon per-minute-capacity or two smaller units.

CAPTAIN KEESTER TAKES NEW HEADQUARTERS POST

Capt. W. J. Keester, recently District Coast Guard Officer of the Fifth Naval District with offices at Norfolk, Va., is now on duty in Washington, D. C., where he is occupying an important desk in the Operations Office at Coast Guard Headquarters.

Capt. G. T. Finlay has succeeded Captain Keester as District Coast Guard Officer of the Fifth Naval District. Captain Finlay comes to his new post from a tour of duty as District Coast Guard Officer of the Fourteenth Naval District, Hawaii.

DOGS NOW BEING TRAINED FOR USE IN PATROL OF NATION'S COASTLINE

One of the most unique training stations in Coast Guard history, is that established on the Widener Estate in Elkins Park, Pa., where large numbers of dogs are now undergoing intensive training which will enable them to help in the patrol of hundreds of miles of beaches and waterfront. These dogs are "enlisted" in the Coast Guard for the duration of the war, having been loaned to the Service by their owners to whom they will be returned when peace comes.

The dogs are ready to guard beaches or piers in from 3 to 6 weeks after the beginning of their training, depending on their intelligence and temperament. It is believed that one man with a trained dog can patrol an area more effectively than five men without dogs. Thus a great number of men now engaged in this work will be released for other duties.

During the training course the dogs are taught obedience and a mistrust of strangers. They are trained always to walk on the left of their handler and to sit down, without orders, whenever the handler stops. Dogs soon learn to trust no one but the man with whom they are working. On catching the scent of any stranger or on hearing the slightest suspicious sound, the dogs give the alarm by growling or barking. All dogs are trained, finally, to return quickly to their home base if their handler disappears or is disabled.

At the present time, the dog training station is concerned with placing large numbers of dogs, trained in patrol work,

on the beaches. Later, however, when this need has been provided for, selected groups of dogs will be returned to the station for advanced training such as attack work and the carrying of messages.

This training station serves a dual purpose, for it is training both the dogs and the men who will handle them on patrol duty. Eventually, it is planned, every Coast Guardsman engaged in beach patrol will spend a month in training at the school as a handler of dogs.

The Coast Guard is also training dogs, on a smaller scale, in conjunction with the Army at Front Royal, Va.

NEW EDITION OF PILOT RULES FOR WESTERN RIVERS ISSUED

"Pilot Rules for the Rivers Whose Waters Flow into the Gulf of Mexico and Their Tributaries and the Red River of the North," August 1942, edition, has just been issued by the Coast Guard and may be obtained from local and district offices or by written request addressed to the Commandant, United States Coast Guard, Washington, D. C.

The material contained in this publication replaces that contained in "Pilot Rules for the Rivers Whose Waters Flow into the Gulf of Mexico and Their Tributaries and the Red River of the North," April 11, 1939, edition (issued by the former Bureau of Marine Inspection and Navigation). The style of the regulations has been changed to conform with the Code of Federal Regulations, Title 33, Navigation and Navigable Waters, Chapter III, as amended to August 8, 1942.

These rules and regulations are for preventing collisions on the water and shall be followed in the navigation of vessels on rivers emptying into the Gulf of Mexico and their tributaries and the Red River of the North.

COAST GUARD AIRCRAFT ACTIVE ON WAR ASSIGNMENTS

United States Coast Guard aviators have searched and patrolled 17,842,231 square miles and cruised 2,245,357 miles from the beginning of hostilities on December 7, 1941, until June 30, 1942.

There were 508 survivors of torpedoed vessels located by Coast Guard aircraft who later directed surface vessels to their rescue while 27 badly injured men were actually picked up and furnished emergency transportation ashore for hospitalization.

During the normal routine of the 23,442 hours flown in this period by Coast

Guard planes, 63,233 surface vessels and 12,951 aircraft have been identified.

In addition to these activities there have been numerous instances of bombing attacks against enemy submarines, the exact number of which cannot be disclosed for military reasons.

FLYING BOAT MAKES SEA RESCUE

A rough-sea landing and a successful take-off despite damaged wings was performed by the crew of a Coast Guard flying boat in responding to a radio appeal for medical aid for a stricken Navy man.

When a message from a United States destroyer off shore reported that Henry Castellano, a boatswain's mate, second class, required immediate hospitalization, Lt. Comdr. R. L. Burke, commanding officer of the Coast Guard Air Station at Elizabeth City, N. C., decided to head the rescue mission himself. With a crew of five officers and men, Commander Burke flew to the destroyer's position.

The Coast Guard plane made a successful landing despite the fact that waves were running 8 feet high. The patient was transferred to the plane in the destroyer's motor whaleboat. Both lower wing tips of the plane were damaged in the steep-running sea. It returned safely to shore, however, despite a definite "heaviness" in the port wing.

NEW PUBLICATION ISSUED

United States Coast Guard, Its Purposes and Activities in War and Peace, is the title of a new publication recently issued by the Service. The pamphlet was prepared primarily to mail in answer to general inquiries on the work of the Coast Guard and to assist in securing officers for the Service.

The pamphlet, of 32 pages, is printed in two colors and is profusely illustrated with pictures of typical Coast Guard activities and equipment. Brief descriptions of some of the more important of the Service's activities, especially those brought about by the war, are included. Opportunities for service as officers in the Coast Guard as well as the qualifications necessary for entering the Coast Guard Academy or commissioning in the Coast Guard Reserve are briefly explained. Requirements for enlistment in the Coast Guard as well as the petty officer ratings available to enlisted men are also set forth in the pamphlet.

48 DAYS ON RAFT DEMONSTRATES VALUE OF PROTECTIVE SUITS

Forty-eight days upon open life rafts, following the torpedoing of their ship in mid-Atlantic, the experience of nine officers and crew members of a Norwegian ship, again demonstrated the value of protective suits as a means of preserving life. Looked upon primarily as a means of protecting the wearer while actually in the water, the incident referred to above emphasized the fact that this advantage is but one of those afforded the wearer. The experiences of the Norwegian crew clearly indicated that without protective suits they would have had little chance of survival.

According to statements by those concerned, protective suits were worn by all hands, with one exception, at all times day and night except when they went into the water for exercise and for the purpose of absorbing water to augment that which they had aboard the rafts. The one exception was the case of a man who had injured his foot and who was kept wrapped in blankets and other coverings to facilitate his care.

The suits afforded protection from cold and wet, and of equal importance, permitted sleep which, above all, made the long period aboard the rafts endurable.

The foregoing episode is but one of the many instances which have demonstrated the practical features of recently improved protective suits. While these suits are substantially watertight, buoyancy is provided by the kapok vest with which all suits must be equipped as required by regulation. The suits can be donned quickly and if the wearer finds it necessary to jump from a high deck into the water, the kapok vest cushions the impact. Should the wearer be knocked unconscious as he hits the water, the suit will keep him upright, the vest and weighted boots holding his chest high out of the water with his feet down. Such a position enables the wearer to open the suit at the neck to get at concentrated food or other articles which may be contained in pockets without the danger of water entering.

The suits are large enough to hold a layer of air which is retained for some time thus insulating the body against the cold of northern seas. This layer of air is warmed by body heat and in turn keeps the body at a comfortably warm temperature.

To aid in rescue work at night, many of the new suits are provided with such innovations as yellow gloves and hoods for greater visibility, and small electric

lights clipped to the outside of the suits.

In emergency regulations recently issued by the Coast Guard, protective suits are required by the following:

153.12 *Lifesaving suits*.—Ocean and coastwise cargo and tank vessels of over 1,000 gross tons shall be provided with one approved lifesaving suit for each person on board.

SIX COAST GUARD REAR ADMIRALS INCLUDED IN ARMY-NAVY PROMOTIONS

The promotion of 6 captains of the Coast Guard to the rank of rear admiral, a part of the advancement of 85 high officers of the Army and Navy, recently made by the President with the consent of the Senate, is indicative of the rapid expansion of the Service during the past year. In all 23 officers of the Navy and Coast Guard were recommended to the Senate by President Roosevelt on September 21, for promotion to the rank of rear admiral for temporary service.

The Coast Guard captains, who now hold the rank of rear admiral are Lloyd T. Chalker, Harvey F. Johnson, James Pine, Frank J. Gorman, Robert Donohue, and Edward H. Smith.

Rear Admirals Pine, Gorman, Donohue, and Smith will hold their new ranks as long as they serve in their present capacities. Rear Admiral Pine is the Superintendent of the Coast Guard Academy at New London, Conn. Rear Admiral Gorman is Chief, Division of Finance, while Rear Admiral Donohue is Chief, Division of Personnel. Rear Admiral Smith is the Commander of the Greenland Patrol of the Coast Guard.

Lloyd T. Chalker and Harvey F. Johnson, by virtue of their positions at Coast Guard Headquarters as Assistant Commandant and Engineer-in-Chief respectively, have held the rank of Rear Admiral for some time. Their new promotions, however, establish them in the rank of rear admiral in their own right, irrespective of what position they may hold in the Service. As a result of their promotion, they are now rear admirals of the upper half whereas the positions they hold provide only for the rank of rear admiral, lower half.

The new promotions increase the number of rear admirals in the Coast Guard now on the active list to eight, Rear Admirals Edward D. Jones and Stanley V. Parker, having been appointed to that rank in March 1942, upon the assumption of new duties as coordinators of captain of the port activities for the Pacific and Atlantic coasts respectively.

REAR ADMIRAL PARKER TALKS TO PORT AUTHORITIES

Wartime activities of the Coast Guard's captain of the port organizations was the topic taken by Rear Admiral Stanley V. Parker in his remarks delivered at the recent convention of the American Association of Port Authorities held at Hamilton, Ontario, early in September. Rear Admiral Parker represented the Coast Guard in the absence of the Commandant, Vice Admiral R. R. Woesche, who was unable to attend. In his speech, Rear Admiral Parker also commented on the whole-hearted way in which the association has been cooperating with the Coast Guard and urged a continuation of this cooperation as a step forward in the march to victory.

Rear Admiral Parker is now serving as District Coast Guard Officer of the Third Naval District and captain of the port of New York. He also holds the important post of Coordinator of captain of the port activities for the entire Atlantic coast.

Following are excerpts from Admiral Parker's speech:

It is a real honor for me to address at the same time, the port authorities of Canada and the United States. We both are faced with the same problems and we both have exactly the same goal—victory for the United Nations.

Many of you, undoubtedly, think of the Coast Guard in its peacetime role of a maritime policeman. But the main job of the Coast Guard today is in connection with the assumption of its traditional wartime military role, proudly I may say, as a part of our Navy. That means every effort and every resource of the Service is being directed towards the prosecution of the war. The scars of battle are already upon our vessels; officers, men, and vessels have made the supreme sacrifice. We have had casualties off Singapore and off Iceland. However, the enemy, too, has been dealt blows as attested by the growing list of officers and men who have distinguished themselves in line of duty showing that ours is a fighting Service.

However, war means more than the physical combats that today are being waged throughout the world. It is one of production; of ships, tanks, planes, munitions, and food supplies; of transportation so as to get supplies and weapons to the fighting men of the United Nations wherever they may be, and no less important is the problem of moving these huge stores of material swiftly and safely, for as unwelcome as it may sound, safety is a primary military factor which starts on the assembly line or work bench and needs prominent tagging until the article reaches its destination. Particularly it is the safety of our ports and of the material moving through them that you gentlemen, I know, are interested in—a problem which you are striving to meet with all the resources at your command. And it is a problem and a task to which we of the Coast Guard are directing our full energies.

The Coast Guard has prepared a uniform pass system within the past 2 months and has urged all operators of water-front facilities to institute a like system. The pass systems are completely distinct from the iden-

tification card system, although no passes may be issued to any person who does not own an identification card. While under the supervision of the captains of the port and while they have given all possible aid in their institution and functioning, these pass systems must be set up and organized by each individual operator. A pass is good only for the particular dock or pier for which it is issued and persons will be permitted to use these passes only at such times as they may have necessary business thereon. In the case of longshoremen and others who must go upon many installations, the responsibility for the issuance of passes is placed on their union, but operators of docks and piers are instructed to honor these passes only at such times as the holder has actual work to perform and then, whenever possible, only when the longshoremen enter in gangs. Special instructions have been issued concerning passes for drivers of vehicles. The institution of these pass systems has been voluntary, but operators have been quick to cooperate with these Coast Guard suggestions.

Fire is probably the most serious hazard to the security of ports and vessels. Fires may be caused by accident, by negligence, or by sabotage; but, irrespective of the cause, the result is the same—disaster and destruction. The Coast Guard, realizing the necessity of combating fire, if there is to be adequate port security, has been taking measures to prevent fires and to combat and limit any water-front fires which may, nevertheless, occur. Surveys of water-front facilities are being made in every port to determine the existence of fire hazards. Where such hazards have been called to the attention of owners or operators of docks or piers they have, in almost every case, been willing voluntarily to correct them. In a few cases of noncooperation, the captain of the port can order that no vessel may moor at an inadequately protected water-front facility or take other measures necessary to insure compliance. The expert help of the membership of underwriters' associations, and organizations interested in fire prevention has been secured and Coast Guard officers are being trained at a newly established fire-prevention school so that captains of the port are being furnished the best possible advice and assistance in this field. The existence of fire hazards is rapidly being reduced by these precautionary measures.

The fighting of water-front fires has long been handicapped by the lack of fireboats in most ports and harbors. To meet this, the Coast Guard has purchased approximately 250 boats, each of which will carry pumping units insuring a minimum water throwing capacity of 2,000 gallons per minute. A specialized type of portable pumping unit has been developed and purchased solely for use on piers and other water-front facilities. A special school has been established for training the crews of these fireboats and pumping units. And in addition, the Coast Guard has been enlisting in petty officer ratings trained firemen. While it will soon be operating the largest fleet of fireboats in the world, the Coast Guard in no way intends to supplant the responsibility of municipal fire departments, but only to supplement them as far as water-front fires are concerned.

War requirements have tremendously increased the amount of explosives shipped from American ports. Ours is the organization charged with the enforcement of regulations governing the loading and unloading of explosives. Standards which must be followed in the loading of these explosives have been developed and the Captains of the Port strictly enforce them to insure that every necessary precaution is taken. Trained per-

sonnel have been assigned to this work, and loading areas for explosives have been prescribed, wherever possible, only in those places where the danger of a possible explosion is at a minimum. * * *

Today each vessel and water-front facility is in the nature of a public utility, in that its use is essential to the Nation's war efforts. Destruction of such facilities are no longer only private losses, but are public losses as well. Accordingly, the operator of each such vessel and facility owes a public duty to take all necessary precautions for its protection. This duty, of course, includes the maintenance of whatever guards may be necessary. The demand for Coast Guard guards so greatly exceeds the available supply that it has been necessary to refuse them except in a very exceptional case of a temporary nature. It has been necessary, therefore, to rely largely upon privately employed guards. * * *

Brief mention should also be made of voluntary efforts of private citizens to aid the port security activities of the Coast Guard. In Philadelphia, a port security regiment has been organized and is being trained. Members of this regiment, serving voluntarily, but under military control, will aid the Coast Guard in its guarding and other functions. Our experience with this regiment has indicated its usefulness and this plan will soon be spread to other cities. * * *

PLANS BEING COMPLETED FOR ABSENTEE VOTING OF MILITARY MEN

Arrangements are being made by the Navy Department to carry out the provisions and accomplish the purposes of the Federal law providing absentee voting privileges for members of the Naval, Marine Corps, and Coast Guard services both within and without the continental limits of the United States.

As provided in section 15 of this act, means have been devised for a speeded up plan whereby the necessary instructions may be transmitted to all absentee voters of the Navy, Marine Corps, and Coast Guard to give them the maximum amount of time in which to apply for, receive, and return their executed ballots.

An all-Navy circular is being distributed without delay to all ships and stations, containing the official wording of the application that must be made to the respective Secretaries of State for absentee ballots. To the more remote ships and stations, these instructions are being dispatched by radio. Thus, individual application for ballots may be made at once without the delay and attendant problems that would be occasioned by a distribution of printed forms.

Upon receipt from the Secretaries of State, the absentee voter ballots will then be delivered to the individuals and returned to their respective home States with the greatest possible speed.

MERCHANT MARINE INSPECTION ACTIVITIES

APPROVAL NUMBERS FOR STANDARD LIFESAVING DEVICES

Approval numbers have been assigned to standard lifesaving devices of manufactures in accordance with the following list under Section 28.4-1 of the General Rules and Regulations for Motorboats and Certain Vessels Propelled by Machinery Other Than by Steam More Than 65 Feet in Length, which supplements the lists appearing in previous bulletins.

Manufacturer and type of lifesaving device	Approval No.
Bloomington Manufacturing Co., 9 Main St., Butler, N. J.:	
Standard 20-inch cork ring buoy.....	A-226
Standard 24-inch cork ring buoy.....	A-227

EQUIPMENT SATISFACTORY FOR USE ON INSPECTED VESSELS

Bulkhead seals for pipe lines.—Dresser Manufacturing Co., Bradford, Pa. (may not be used as tank seals where subject to a static head).

Flexible remote control shafts.—Stow Manufacturing Co., Inc., Binghamton, N. Y., flexible shafts for remote control of valves.

ELECTRICAL APPLIANCES

Sound powered telephone equipment.—Sonotone Corporation, Elmsford N. Y., sound powered handset unit (drawing No. MD-104, alteration 1).

WELDING PROCESS

Electric-metallic arc welding process.—Metal Products Fabricating Co., San Francisco, Calif., certificate No. P-25.

AFFIDAVITS FILED

Boiler water gages.—Ernst-Water Column & Gage Co., Livingston, N. J.

Cast iron fittings.—Hercules Foundries, Inc., Los Angeles, Calif.

Valves.—Fisher Brass Foundry, Los Angeles, Calif.

Valves and fittings.—Green Bay Foundry & Machine Co., Green Bay, Wis.

FUSIBLE PLUGS APPROVED

H. B. Sherman Manufacturing Co., Battle Creek, Mich., Heat Nos. 382 to 386, inclusive.

The Lunkenheimer Co., Cincinnati, Ohio, Heat No. 199.

CERTIFICATIONS OF ARTICLES OF SHIPS' STORES AND SUPPLIES

The following article of ships' stores and supplies has been certified for use on board vessels in accordance with the provisions of part 147 of the regulations governing "Explosives or Other Dangerous Articles on Board Vessels," and supplements the lists previously published.

Certificate No.	Certificate date 1942	Product	Name of company
163	3 Sept.	Difuso	The Tanglefoot Co., Grand Rapids, Mich.

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DETROIT

CORRECTION IN LISTING

The following item approved by the Commandant, United States Coast Guard, and published in the COAST GUARD BULLETIN for August 1942, page 20, is corrected by changing the drawing number so that it reads as follows:

Emergency light.—Delta Electric Co., Marion, Ind., portable emergency light (Navy Dept. Bureau of Ships drawing No. 9-S-5311-L, Alt. 1—Hand Lantern, Type J-1S).

AMENDMENTS TO THE INSPECTION AND NAVIGATION REGULATIONS

There was published in the Federal Register during the period from August 15 to September 15, 1942, the following enumerated material which concerned this office. Reprints are not available for distribution to the public, but copies of the Federal Register are obtainable from the Superintendent of Documents, Government Printing Office, Washington, D. C., at 10 cents each, payable in advance.

Publication date	Subject	Title and parts amended
Aug. 26.....	Order waiving compliance with statutes regarding refusal to issue certificates of award of number to certain motorboat owners.	Title 46, ch. II. ¹
Aug. 27.....	Temporary wartime rules governing investigations of accidents and casualties.	Title 46, pts. 136, 137.
Sept. 5.....	Anchorage regulations, special authorization for licenses.	Title 33, pt. 6.
Sept. 15.....	Anchorage regulations, miscellaneous amendments.	Title 33, pt. 7.

¹ This was erroneously listed in the Federal Register under title 33, ch. I.

